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NOTICE.

THE SEVENTEENTH HALF-YEARLY DRAWING of SIXTY-FIVE DEBENTURES (1866 issue) of the HONGKONG CLUB, payable on THURSDAY, the 31st March, 1910, will be held at the Club House, at 11 o'clock A.M. on FRIDAY, the 18th March, 1910. Bearers of Debentures are invited to attend the Drawing.

By Order, JAMES CRAIK, Secretary.

Hongkong, 3rd March, 1910. [a351]

HONGKONG HORTICULTURAL SOCIETY.

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Hongkong, 2nd March, 1910. [a350]

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Hongkong, 3rd March, 1910. [a351]

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All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, MARCH 7TH, 1910.

THE rather striking statement on German naval policy and Anglo-German relations made in the Reichstag on Saturday by Admiral von TIRPITZ, the Minister for the Navy, was evidently designed as much to influence public opinion in Great Britain as to pacify the Socialists in Germany who had directly pressed the Minister for the statement. But the statement, like the many others of similar purport which have been made from time to time, is likely to fail in its purpose, for the reason that it supplies no adequate explanation why Germany in her naval shipbuilding, as well as in her arms and armament, has been putting on a forced pace which seems quite inconsistent with the idea that her intentions are purely defensive. In the famous interview with the Kaiser published in a London paper some eighteen months ago, His MAJESTY was represented as offering the explanation that Germany was preparing against dangers which, in his view, loomed on the horizon in the Far East—the danger of the East adopting an aggressive attitude towards the West, making it necessary for the West to prepare to defend its interests against the growing Navies of the East. We think, however, it may confidently be said that no danger of this kind is to be apprehended during the life-time of the present German Navy. Nor can we conceive that Germany is deliberately meditating an attack on Great Britain, or British possessions, though it has been manifest for a

long time past that this suspicion is deep-rooted in the minds of a large section of the British people. It was implanted in the first place by the propagandist statements of the German Navy League, and the idea has been confirmed by the feverish haste with which the narrow North Sea coast is being converted into the base of an immensely powerful fleet. Does the protection of Germany's small coastline and her growing shipping require the great fleet which during the last few years she has been making superhuman efforts to create? And what Power is assumed to be threatening either the coast or the shipping of Germany? These are the questions which in the minds of the British public will arise out of the statement made on Saturday by Admiral von Tirpitz; and there can be found no answer, we fear, which will at once remove the suspicion of aggressive intentions which the German Government has declared over and over again to be unfounded. There can be no doubt that Anglophobia played a very large part in the success of the German Navy League movement which has done so much to force the pace of German naval shipbuilding efforts. Books galore have been written on the subject in England during the last few years in which the utterances of public men in Germany, and the leaders of the Navy League movement in particular, are collected with the object of convincing the British public that the growth of the German Navy is designed to menace the naval supremacy of great Britain. One of the latest books of this character is by Mr. ARCHIBALD CONQUEROUR, a name well known in the Far East. It will be remembered that when introducing his Budget last year Mr. LORD GEORGE airily remarked that "we cannot afford to build navies against nightmares," or to "throw away eight millions merely to encounter mythical armadas." It was this statement which prompted Mr. CONQUEROUR to write his little book which he entitled "1912? Germany and Sea Power." The point at issue, he says, being whether or no Great Britain is to make an effort to retain a standard of superiority hitherto deemed the minimum to secure her safety, one naturally expects that the words "nightmare" and "mythical" should be justified by facts showing that Germany is not, and cannot be, on the point of contesting the supremacy of Great Britain, and that even if she attempted to do so, Great Britain could hold her own. His book is intended to show exactly what Germany is doing, and what Germans themselves think about the Navy they are creating, and in this little volume will be found succinctly put the views which have gone to form that body of opinion in Great Britain which sprung from an unwilling Government a declaration to maintain the two-Power standard, and to put into immediate execution shipbuilding plans which they had intended indefinitely to postpone. Somewhere in the book the author makes the remark that the great advantage of a fine weapon of any kind is that it can be used for offence and defence, and that the latter includes the former. Whatever her intentions or aspirations may be, Germany is forging her weapon, and, since it is vital to the existence of the British Empire that British naval supremacy should be maintained, nothing but a slackening of the pace in the shipbuilding yards of other countries can now avail to stop the further expansion of the British Navy. It is a situation to be deplored, for as COBBEN said, many years before Germany began to dream of a Navy, the greatest evil connected with rival armaments is that they destroy the strongest motives for peace; and as a pertinent comment on the present situation we may quote these further observations: "When two great neighbouring nations find themselves permanently subjected to a war expenditure without the compensation of its usual excitements and honours, the danger to be apprehended is that if an accident should occur to inflame their hostile passions—and we know how certain these accidents are at intervals to arise—their latent sense of suffering and injury may reconcile them to a rupture, as the only eventual escape from an otherwise perpetual war taxation in time of peace." But could we be sure that relief from burden of war taxation would be long enjoyed, either by the victor or the vanquished, when we see what is happening in Japan, and when we read of the proposals for the reconstruction of the Russian Navy? It looks as though, after all, we shall have to trust to Diplomacy and the Hague Conference.

The Hon. Archdeacon E. J. Barnett has been appointed a Justice of the Peace for the Colony.

During the absence on leave of the Hon. Dr. Atkinson, or until further notice, Dr. J. Bell has been appointed to act as Principal Civil Medical Officer.

## TELEGRAMS.

[Protected by the Telegraph Message  
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[DAILY PRESS EXCLUSIVE SERVICE]

THE RUSSIAN RAILWAY SCHEME.

PEKING, March 6th.

Russia's Note suggesting a railway to Urga, financed by an international loan, is regarded as removing an awkward tangle in Manchuria, while it does not injure the expectant concessionaires. Such a railway as Russia suggests is regarded as more valuable to China and to the world in general.

The Chinese Government has replied that the proposal is one which requires careful consideration.

DECORATION FOR SIR ROBERT BRETON.

PEKING, March 6th.

The King of Sweden has conferred on Sir Robert Bredon, Acting Inspector-General of the Imperial Maritime Customs of China, the Order of the Polar Star, first class.

[BRETER'S SERVICE TO THE "HONGKONG DAILY PRESS"]

RUSSIA AND THE CHINCHOW-AIGUN RAILWAY.

AN ALTERNATIVE SUGGESTION.

London, March 5th.

A Russian Note to China objects to the Chin-chow-Aigun railway, but proposes a counter scheme of a railway through Kalgan to Urga via Kiaochia, connecting with the Trans-Siberian railway. In the building of such a railway Russia was ready to co-operate.

INDIA AND THE SILVER TAX.

London, March 5th.

Reuter's Agent at Calcutta reports that the Indian budget proposals were warmly discussed in the Council.

A number of members declared that the silver tax would be specially injurious to the Bombay cotton-trade with China.

The Government denied that the duty would have such an effect.

The budget was finally passed.

CHRISTIAN UNIVERSITY FOR CHINA.

SIR ERNEST SATOW'S VIEWS.

London, March 5th.

At a meeting held in the Senate House, Cambridge, on behalf of the Christian University for China, the Vice-Chancellor (Dr. A. J. Mason) warmly supported the scheme.

Sir Ernest Satow, formerly British Minister to Peking, outlined the scheme. He trusted that the conflict between China and the Powers in 1900 would be the last. The teaching which lay at the root of the English superior position was the most valuable which could be offered to the Chinese for the loss suffered in 1900.

THE IMPERIAL PARLIAMENT.

FINANCE BILLS PASSED.

London, March 5th.

In the House of Commons yesterday the Opposition strongly criticised the delay in collecting the taxes.

Lord Hugh Cecil declared that the Government was subordinating public to party interests.

Mr. Asquith admitted that there was an undesirable degree of financial confusion, but contended that it was solely due to the House of Lords having refused to entertain the suggestion of the Opposition that they should pass the income tax clauses.

The Budget, he said, must be passed as a whole.

After a lively discussion the borrowing and War Loan Redemption Bills passed their third reading without a division.

## GERMANY'S NAVAL PROGRAMME.

## ANGLO-GERMAN RELATIONS.

LONDON, March 6th.

In the course of a discussion in the Reichstag on the Navy Estimates the Secretary of the Navy (Admiral von Tirpitz) stated that the Government had endeavoured to adapt the Estimates to the financial position of the Empire, with the result that the present Estimates were £1,200,000 sterling below those for the year 1909.

Replying to the Socialist representation that the Naval programme had excited the suspicion of England, Admiral von Tirpitz said the Navy was not aggressive, but was intended for the protection of the coasts and shipping of the German Empire. There was nothing menacing or calculated to excite suspicion in the extent or the timing of the construction programme.

The desire of the German Government was to sincerely cultivate friendly relations with England. It was manifest that the Government's foreign policy was solely directed to developing the economic and social forces of Germany, and there was no reason why that should disturb the friendly relations of a country economically so closely joined to Germany as England. If the attitude of the honest merchant were followed in the inevitable international competition, the trustful relations Germany maintains with the English Government would continue to favourably develop and influence the feeling of the two peoples similarly.

## SUPREME COURT.

Saturday, March 5th.

IN BANKRUPTCY JURISDICTION.  
BEFORE HIS HONOUR MR. REES DAVIDS,  
K.C. (ACTING CHIEF JUSTICE).

A HIGH FIRM'S FAILURE.  
The public examination of the Tai Fang firm of rice merchants, whose indebtedness amounted to \$23,000, was conducted by Mr. A. G. Fletcher, Deputy Official Receiver. Mr. E. J. Grist (from the office of Messrs. Wilkins & Grist), Mr. E. Davidson (from the office of Messrs. Hastings & Hastings), and Mr. P. Sydenham Dixon (from the office of Mr. E. Harding) appeared for various creditors.

The death has occurred at St. Petersburg of Ta-fon-tsi, whom the French newspapers describe as "Le Rothschild Chinois." He possessed at Kharbarovsk and at Kharbin breweries, factories for making macaroni, mills, flour stores, and shops and stores of every kind. He also owned a fleet of ships. During the Boxer rising and the Russo-Japanese War, Ta-fon-tsi had been the principal contractor to the Russian Government. He took an active part in the agricultural exhibition in the Amur district, and finally established himself in St. Petersburg, where he proposed to establish a bureau for the extension of Russia's trade with China. He was said to be the mediator for negotiation between Russia and his own country. With great ceremonial the body lay at St. Petersburg for Kharbin.

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What was that to do with it; did he take any money with him?—Yes; he took away about \$16,000 with him.

What action did you take when he absconded?—I was in the country at that time.

What happened when you came back?—When I came back I saw the firm was greatly indebted, so I came here to settle up matters.

Was a meeting of creditors called and a composition agreed to?—Yes, 58 per cent.

And the creditors seized the stock of rice and sold it?—Yes.

How much did they get for it?—\$6,000.

What has happened to that money?—Paid to the creditors.

Witness added that a sum of \$300 was paid to a Chinese bank, for "seeing that the creditors had got over \$6,000 and the bank got nothing I gave them \$300."

Where did you get that \$300 from?—From debts collected.

Mr. Grist said he appeared for Ming Yen Tai, creditors to the extent of \$2,305.05. He asked witness what the capital of the firm was.

Witness—I didn't enquire into things like that.

But you didn't become a partner in the firm without knowing what capital there was in the firm, did you?—The manager is the man in charge of these things and it rests with him.

And you put \$300 in without enquiring what was the capital of the firm?—Well, I just became buyer and "planned" \$300 down.

His Lordship—You made no enquiries at all as to the monetary position of the firm?—I am not in charge of the accounts, my Lord.

After further questioning, witness said the capital was \$21,000. Answering Mr. Grist, witness said he could only account for about \$3,000 of this sum.

Witness having made contradictory statements, his Lordship, addressing the Court Interpreter, said:—"Tell him he is here to tell the truth, and if he goes on making one statement and then another I will deal with him in another way."

Answering Mr. Grist, witness said the total indebtedness of the firm was \$28,000 and the total assets were between \$20,000 and \$30,000, a captain fifty cents, and the pilot \$50.

As a matter of fact the total assets are over \$29,000, are they not?—Yes, \$29,000.

Those are debts due to the firm?—Yes.

The money you can get in Hongkong amounts to \$16,000?—Yes.

So that the money in Hongkong alone would pay more than 50 per cent. of your total liability, and the \$18,000 which is due to your firm from the country, if the compensation was accepted, was to go to the partners? That is not so; I do not intend to make myself wealthy like that.

Mr. Grist said it was apparent that the \$18,000 would go into the pockets of the partners. That was the scheme they came forward and asked their clients to accept.

The examination was adjourned.

## THE AUSTRIAN EXTRADITION CASE.

## PROCEEDINGS FAIL.

The hearing of the application for the extradition to Shanghai of an Austrian subject who was arrested here on Friday was continued before Mr. E. R. Halifax at the Magistracy on Saturday morning.

Mr. H. L. Dennis, sen., from the office of the Crown Solicitor, appeared to make the application, while the prisoner was represented by Sir Henry Berkeley, K.C., instructed by Mr. M. Roeder Harris (from the office of Messrs. Wilkinson & Grist).

Mr. Dennis informed the Court that so far as the Crown was concerned, no communication as to the circumstances of the alleged crime had been received, but he thought a letter would be here on Tuesday or Wednesday, and he asked his Worship to adjourn the case until this week.

In reply to his Worship, the Consul-General said he had no details of the crime, but the Administrator of the Settlement had urged that the prisoner be kept in custody until details arrived.

His Worship—You have no details of the perjury?

Mr. Wiser—None at all. I have only the telegram.

## RANDOM REFLECTIONS.

Overcoats were in demand again during the week, but probably we have experienced our last spell of cold weather this winter.

The Spring exodus has commenced and the number of bookings for Home seems larger than ever.

One of the speakers at the meeting of the Eye Diocesan Refuge on Thursday made an unconscious pun when he described the new premises as an *airy* place.

## RODERICK RANDOM.

The dollar is again the subject of complaint. When its value was high the men on the sterling basis made a great outcry, and now when its value is lower those who have to make payments in sterling find themselves hard hit. It's unfortunate, of course, but there seems no help for it. Our commercial prosperity being so closely entwined with that of China, our currency alway will be subject to fluctuation until China is educated up to the point of adopting a gold basis. Hongkong will then follow suit.

Speculations seem to be rife in the Colony as to what the powers that be have in contemplation with regard to the Volunteers. It has long been felt that the movement should receive more support than it does, but repeated attempts to popularise it have not met with any permanent result. There seems to be a growing conviction that some compulsory element should be introduced, and in the absence of the social pressure which is exercised at Shanghai, where few young men are not enlisted among those who bear arms, it might be well if the firms here could be induced to take the action that so many at Home did when the recruiting for the Territorials proved so effectual. A word from the taipan to the griffins or to the more experienced assistant might be more effective than all the appeals made in the other quarters.

Interest in our local railway is quickened when we learn that the first two locomotives have been landed; and although there are at present practically no indications at Kowloon where the terminal station is to be located, there seems to be little reason for anticipating that the British section will not be opened by July as indicated by H.E. the Governor.

It is good to see that the efforts made by the folks at Manila to bring about closer relations with Hongkong are likely to bear fruit. Last year was the first occasion on which Hongkong sportsmen visited his historic city, and now we welcome the arrival of a team of polo players from there to play the return match with Hongkong. These interport meetings create a better feeling all round, and it is pleasant to welcome Manila to the sisterhood of ports already formed between Shanghai, Hongkong and Singapore.

At the Races it was interesting to notice that the number thirteen seemed determined to show that the sinister influence which it was reputed to possess no longer applied, and even at the Buffs' gymkhana on Saturday the same circumstance was noted. Mr. Johnstone and his mounts were largely responsible for this refutation of the old-fashioned belief.

A sequence of fives was commented upon. Billy was the fifth horse in the fifth race, run at five o'clock, on the fifth of the month. The name consisted of five letters, and when the sequence was noted, the pony had only five buckets. But at a later stage the sequence was broken by the entry of a ninth pony, and Billy did not win.

I can imagine the feelings of the man who went for a ticket on the favourite and was given one for an outsider. It was the only ticket on this pony, but he insisted on getting what he wanted. The favourite didn't win, but the outsider did and paid over \$209! This recalls the incident which happened some two years ago, when a ship's doctor entering a boat which had tickets for two horses—one the favourite and the other a rank outsider—asked for a ticket. When he was moving off he discovered that the paper he held was not for his fancy, and he went back and demanded that it be exchanged. But the Chinaman was obdurate. The betting had closed and the doctor was so enraged at being met with a bland "no can" that he slapped the boy's face. However, to his astonishment this rank outsider romped home and a dividend of over \$1,000 was paid on him. The overjoyed doctor, on getting possession of his windfall, sought the boy and gave him a decent camshaw.

Major-General Broadwood, a good cavalry officer, were riding colours on Saturday afternoon. But what was the meaning of donning the black cap? Did it suggest execution?

Coolies are being superseded by bullocks for scavenging carts, and it is not beyond thought that dogs will some day take the place of the caddie who follows the golfer over the links. I notice it has been suggested at Home that dogs should be trained to bear a couple of panniers, say, made something like (only on a shorter and wider scale) the wider cylinders into which the horn of a post-chaise is put. In two of these, arranged so as to cross over the dog's back, six clubs, three in each, could be carried—quite enough for an ordinary game, and a trivial weight to a strong dog. The suggestion is not without value. The use of dogs would certainly free the player from the occasional embarrassing criticism of the caddie, and the cost of the game should be materially reduced.

The French are anticipating another yellow peril. It is not Chinese pork, but the Japanese sardine. This little fish has disappeared from the coast of Brittany, but just now with the

the sardine is discovered in enormous quantities off Japan. In that country a new industry, that of tinned sardines, is contemplated, and the French newspapers are in consequence sounding a note of alarm. French newspapers seem to take some comfort in the fact that Japan does not produce olive oil, but who can say it will not, if the people set themselves about the cultivation? It would be interesting to know what made the sardine set out upon its long voyage.

## BOXING AT THE V.R.C.

The V.R.C. gymnasium was well filled on Saturday night when a number of boxing contests were brought off under the auspices of the Club, and the programme of events proved more interesting than a casual glance at it would have led one to believe. The President of the Club, Mr. A. Rodger, acted as referee, the judges being Mr. W. S. Bailey and Lieutenant B. K. Johnson, of the U.S.S. *Wilmington*. Messrs. T. Meek and C. Bunji acted as timekeepers. Mr. R. L. Bridger, the acting secretary of the Club, as master of ceremonies, while the working committee was composed of Messrs. A. L. Alves, J. A. S. Alves, A. V. Barros, O. R. Chunyut, J. Forbes and R. F. Lammert.

**FINCHER v. RICKWOOD.** The first fight on the programme was between Lance-Sergeant Finch of the Buffs and Gunner Rickwood of the R.G.A. Both men turned the scale at 9 stone 6 lbs, and entered the ring to fight the best of six two-minute rounds. The Buffs representative was so much the senior of his opponent that the audience immediately styled him "the old man." Ago, however, proved no drawback in this fight, for the lance-sergeant was sharper and more scientific than the gunner, and outpointed him throughout. At the end of the sixth round the referee called for another three minutes, in which the combatants mixed things up. Rickwood endeavouring, but without success, to bring off a right uppercut. Had the hit found its mark it would have decided the fight. Fincher, however, was too wary, and was declared the winner on points.

**HEBBISON v. MUSTARD.** As anticipated, this proved the fight of the evening. Seaman Sky Kerrison of H.M.S. *Kent*, 10 stone, and Seaman Mustard of H.M.S. *Bedford*, 9 stone, put up a fast and exciting six rounds. They got to business with the sound of the gong, and there was not an idle moment throughout the bout. Mustard has improved since his fight at the Stadium, and his agility kept him clear of his bigger opponent. Therefore's decision, a draw, was a popular one, and the men were loudly cheered as they withdrew from the ring.

**FIELD v. BAKER.** The next to come together were Lance-Corporal Field of the Buffs, 10 stone 6 lbs, and Private Baker of the same regiment, 10 stone 10 lbs. Both men were apparently novices, but they made their fight a willing one while it lasted. Unfortunately, this was not long, for in the second round a heavy left swing by Field caught the Private on the jaw and laid him low.

**MARRIOTT v. HAYES.** Then came an eight round bout between Kid Marrott of the Naval Yard, 8 stone 5 lbs, and Seaman Hayes of H.M.S. *Tamar*, 8 stone 2 lbs. This proved another easy victory for Marrott, for he had his man beaten in the third round. In that round he planted a right swing on his opponent's point which dazed him, and as Hayes' knees gave way beneath him another swing connected with his head. The blow was perilously near a foul, but it was not. The gong saved the sailor, who came up fresh in the succeeding round. He had lost heart, however, and for the next two rounds avoided Marrott by giving a tumbling exhibition. After going to the boards five times in the last round he remained there and was counted out.

Seaman Gardner challenged the winner of this fight for the bantamweight championship of Hongkong, and the challenge was accepted. Seaman Roberts then announced his desire to meet any lightweight for a substantial side bet. **WILLIS v. WILLIS.**

Those responsible for the matching of Seaman Willis of H.M.S. *Astrea* and Bandman Willis of the Buffs were probably something of humourists, for it must have been apparent to all who have seen the two men in the ring that the bandsman would not have the slightest chance with the clever sailor. So it proved in the main event of fifteen two-minute rounds.

The seaman's weight was 10 stone 4 lbs, and the bandsman's 12 stone. From the start the musician was outclassed, and was little better than punching bag for the sailor during the eleven rounds of the fight. In the eleventh round Willis of the *Astrea* placed a right hook on his namesake's jaw, which made the other Willis "groggy," and he would have fallen but for the support of the rope. As he still kept his feet the sailor looked at the referee and asked, "Will I hit him?" "Fight on," said the referee, as in duty bound. The bandsman reeled towards his opponent, but the latter's hands fell to his sides, and he simply stopped back. He was too magnanimous to take advantage of a vanquished foeman. The bandsman appeared surprised at the action, but was not long in making up his mind as to the uselessness of continuing. Approaching his adversary he shook hands, the latter returning the shake. So ended, without enmity on either side, the main event, and the audience, fully alive to the sportsmanlike action of the sailor, cheered both winner and loser lustily.

**PARI-MUTUEL.** The popularity of the Pari-Mutuel is increasing, and it is not beyond thought that dogs will some day take the place of the caddie who follows the golfer over the links. I notice it has been suggested at Home that dogs should be trained to bear a couple of panniers, say, made something like (only on a shorter and wider scale) the wider cylinders into which the horn of a post-chaise is put. In two of these, arranged so as to cross over the dog's back, six clubs, three in each, could be carried—quite enough for an ordinary game, and a trivial weight to a strong dog. The suggestion is not without value. The use of dogs would certainly free the player from the occasional embarrassing criticism of the caddie, and the cost of the game should be materially reduced.

**How to be BEAUTIFUL.** Keep your complexion, Mrs. Ellen's Crème Charnante, Lait Charnant and Special Skin Tonic and Peau de Charnant will enable you to do it. Her Skin for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

BUFFS REGIMENTAL MEETING.  
SUCCESSFUL GYMKHANA.

The second gymkhana promoted by the officers of the Buffs during their stay in Hongkong took place on Saturday afternoon on the Happy Valley Race Course, which had been placed at their disposal by the stewards of the Hongkong Jockey Club, and although the weather was somewhat dull it did not in the slightest degree mar the success of the afternoon. The meeting was carried out in a manner worthy of the sporting traditions of the regiment, and all present seemed to enjoy the gymkhana and the excellent sport which it provided. The programme, which comprised six races, was well managed by stewards and officials, and interest in the events was stimulated by H.E. the General Officer Commanding donning the colours, as well by the presence of Mr. Johnstone in the saddle. The pari-mutuel was established and did good business, considering the numbers in attendance. The dividends as a rule were fairly high, the largest, \$209.70, being paid on the unexpired win of Jock Scott.

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**PENALTIES.** Winners at Hongkong Meeting, 1910, once 7 lbs, twice or more 14 lbs. To be ridden by members of the Hongkong Jockey Club. One mile and a half.

Major Eaton and Mr. Potter's Jock Scott, 1st 6 lbs (Mr. Potter) 1  
Hon. Mr. Greson's Lamerton, 1st 26 ... (Mr. Johnstone) 2  
Mr. G. C. Maxon's Glesler, 1st 16 ... (Gen. Broadwood) 3  
Mr. H. P. White's Scorsa, 1st 51 ... (Capt. Heathcote) 0  
Mr. Buxley's Dwarf Rose, 1st 12 ... (Mr. Master) 0  
Stevens took the lead, but Dwarf Rose forged ahead and increased his distance for the greater part of the first round, the field spreading out. Johnstone, however, was watching Master closely, and at the incline crept upon the leader. Glesler, who had been lying in the rear, now took an interest in the race, and came up strongly, while Lamerton at the same time overhauled the leader. In the straight, however, Jock Scott showed up, and after passing Glesler just got ahead of Lamerton with half a length to the good. Time—3 min. 18 2/5 secs.

**PARI-MUTUEL.** Cash Sweep  
Winner: \$209.70 Ticket No. 135 \$554.40  
" 132 158.40  
" 70 79.20

**THE REGIMENTAL CUP.** A sweepstakes of \$5 for starters. For China ponies the property of officers. The Buffs, to be certified as such by the stewards of the meeting. Weight for inches as per Jockey Club scale raised 7 lbs. To be ridden by officers of the Regiment. Penalties: Winners at Hongkong meeting, 1910, once 7 lbs, twice or more 14 lbs. Five furlongs.

Hon. P. G. Scarlett's Baluchi Chief, 1st 51 ... (Owner) 1  
Major Findlay's Billy, 1st 13lb ... (Owner) 2  
Mr. Crookenden's Resolution, 1st 9lb ... (Owner) 1  
Pari-Mutuel: Cash Sweep  
Winner: \$30 Ticket No. 50 \$567.00  
" 100 162.00  
" 134 81.00

**THE UNITED SERVICE CUP.** A cup presented by the officers. The Buffs, added to a sweepstakes of \$1 for starters. For China ponies the bona fide property of officers of the Navy and Army, South China, or of members Hongkong Jockey Club. To be nominated by a lady residing in the Colony. Weight for inches as per Hongkong Jockey Club scale raised 7 lbs. Penalties: Winners at Hongkong Meeting, 1910, once 7 lbs, twice or more 14 lbs. Subscription gratuities of this season 1909-1910 allowed 5 lbs. To be ridden by officers of the Navy or Army, or members of the Hongkong Jockey Club.

Mr. Johnstone's Salvator, 1st 7lb (Owner) 1  
Mr. H. P. White's Coxcomb, 1st 5lb (Mr. Kromer) 2  
Capt. Heathcote's Tomahawk, 1st 13lb ... (Owner) 3  
Messrs. Maxon and Gedge's Fig Tree, 1st 15lb (Mr. Maxwell) 0  
Mr. L. Leeson's Seafoam, 1st 5lb (Owner) 0  
Mr. Johnstone's Younger Brother, 1st 1lb ... (Owner) 1  
Capt. Dwyer and Beasley's Kerry, 1st 3lb (Mr. Scarlett) 2  
General Broadwood's Rufus, 1st 8lb ... (Owner) 3  
Commodore Lyon's Llama Chief, 1st 21lb ... (Owner) 0  
Mr. J. Crookenden's Resolution, 1st 11lb ... (Owner) 1  
Mr. Biggall's Mummary, 1st 5lb (Mr. Maxwell) 0  
Major Eaton and Mr. Potter's Jock Scott, 1st 16lb (Potter) 0  
Eight ponies faced the starter. Rufus on the rails and Jock Scott alongside led the van with Mummary a long way behind. Tomahawk forced his way from third place into second at the Bowrington Bond and at the football stand was partnering the leader, Resolution being third. Kerry now came up strongly on the outside and ran neck and neck with Rufus, the pair drawing level with Resolution. Passing the rock Tomahawk was half a length in front of Rufus, and had the same advantage into the straight. Kerry now came up strongly on the outer course, while Salvator dropped behind to keep Younger Brother company. The field bunched at the rock and then Salvator crept ahead. Tomahawk which held the lead from Fig Tree, was now displaced by Coxcomb, but in the home straight Johnstone drew out and steered his mount to victory after a neck and neck tussle with Kremes on Coxcomb. Tomahawk making a good third. Time—1 min. 57 1/5 secs.

**PARI-MUTUEL.** Cash Sweep  
Winner: \$9.80 Ticket No. 26 \$42.65  
" 20 116.00  
" 53 65.50

**THE POLO SCOURSE.** A piece of plate, added to a sweepstakes of \$5 for starters. For bona fide China polo ponies, to be certified as such by the hon. secretary, Hongkong Polo Club. Catch weights 1st 7lb. To be ridden by members of the Hongkong Polo Club. Three furlongs.

Mr. J. Johnstone's Salvator, 1st 7lb (Owner) 1  
Major Findlay's Billy, 1st 15lb (Owner) 2  
Capt. Brierley's Cattistock, 1st 7lb ... (Capt. Heathcote) 3  
Hon. P. G. Scarlett's Baluchi Chief, 1st 7lb (Owner) 0  
Mr. C. E. G. Davidson's Scraps, 1st 7lb (Mr. Brice) 0  
Catts, Dwyer and Beasley's Tamar, 1st 7lb ... (Mr. Master) 0  
Commodore Lyon's Swan, 1st 7lb (Mr. Fitzgerald) 0  
Scraps piloted the field, and had Salvator in close attendance until the village bend, when the latter assumed the lead. Bill, however, looked

**NAPIER JOHNSTONES'**  
**SQUARE BOTTLE'**  
**WHISKY.**



UNVARIED FOR  
THE SAME TODAY AS IN 1745.  
IMITATIONS.

SOLE AGENTS IN HONGKONG:  
**LANE, CRAWFORD & CO.**,  
and from ALL WINE MERCHANTS. [46]

FOR SALE.

**T**HIS Cutter Yacht "BRYNHILDE," as she lies off AT KING'S, with all Gear and Stores, Bedding and Mess Traps on Board. Length over all, 42 feet; Beam, 10 feet 3 inches; Draught, 5 feet. Lead Keel weighing 7,030 lbs. Teak Built. Copper Fastened.

New Sails, Area about 1,700 square feet. Large English-built Dinghy, Three Anchors, Chain and Hemp Cables, Two Life Buoys, Compass, Lights, &c.

Complete and ready for sea.

**EDGAR & ORANGE**,  
Princes Building,  
2, Des Vaux Road Central.

Hongkong, 31st December, 1909. [106]

NOW ON SALE.

**H**ONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS,  
PRICE - - - \$3.

DAILY PRESS OFFICE,  
Hongkong, 21st February, 1910. [516]

FOR SALE.

**R**EMAINING Portions of MARINE LOTS 31 and 36, at PAYA EAST. Approximate Area, 43,000 Square Feet.

**TO BE LET OR SOLD**  
IN LOTS TO SUIT TENANTS OR PURCHASERS.

**MARINE LOT**  
**No. 285**  
EXTENSIVE WATER FRONTEAGE, DEEP WATER.

Apply — **G. FENWICK & Co., LTD.**,  
ENGINEERS, &c.,  
PAYA EAST, HONGKONG.  
Hongkong, 8th June, 1906. [84-168]

INSURANCES

**N**ORTH BRITISH AND MERCANTILE INSURANCE COMPANY. WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO. TOTAL FUNDS AT 31st DECEMBER, 1908 \$19,121,310.

I. Authorised Capital £5,000,000  
Subscribed Capital 3,275,000  
Paid-up Capital 1,212,500 0 0  
II. Fire Funds 3,204,753 7 10

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

**SHEWAN, TOMES & CO.**, Agents.

Hongkong, 15th January, 1909. [908]

**ACCIDENT AND SICKNESS INSURANCE.**

**T**HIS GENERAL ACCIDENT, FIRE and LIFE ASSURANCE CORPORATION LIMITED, is prepared to extend the benefits of its well-known "Home" Policies to Hongkong. Fire Risks also Accepted at Current Rates.

For Prospects and Further Particulars apply to

**W. G. HUMPHREYS & CO., Agents.**

Hongkong, 18th January, 1910. [187]

**SANTAL MIDY**

These tiny Capsules — superior to Copalba, Cubeb, and Injections — CURE the same diseases as these drugs in

**FORTY-EIGHT HOURS** without inconvenience. Each Capsule bears the name.

**MUDY**

Paris, 8, rue Vivienne  
Sold by all Chemists.

[108]

**"SOLIGNUM."**

A perfect preservative stain for Wood, Stone and Brickwork. It protects against Decay, Fungus, Dry Rot, the ravages of insects and vermin (especially the white ant) and the action of the weather.

"SOLIGNUM" REALLY DOES WHAT IS CLAIMED FOR IT, as may be seen from the testimonials of the Governments of India, the Sudan, etc.

In Drums and Barrels of Various Colours. Prospects and all further information from **SIEMSEN & Co.** (Machinery Dept.), Hongkong, Sole Agents. Hongkong, 8th December, 1909. [1494]

**NOTICES TO CONSIGNEES**

**S.S. "TONKIN."**  
**COMPAGNIE DES MESSAGERIES MARITIMES.**

**NOTICE.**

**C**ONSIGNEES of Cargo from London ex s.s. "Cordon" and "Medon" from Salingon ex s.s. "Siden" from Bordeaux ex s.s. "Verboekmoes" in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hong Kong Kowloon Wharf and Godown Co. Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 3 P.M. on 23rd Feb., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 7th inst., at Noon, will be subject to rent and landing charges.

All damaged packages will be examined on the 7th inst., at 3 P.M.

No Fire Insurance has been effected.

P. THOMAS,  
Agent.  
Hongkong, 23rd February, 1910. [2]

**FROM EUROPE.**

**T**HE H.A.L. Steamship  
"C. FERD. LAEISZ."

Captain Wagner, having arrived. Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary is given before To-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 7th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,  
Hongkong Office. Hongkong, 2nd March, 1910. [360]

**NOTICE TO CONSIGNEES.**

FROM BOMBAY, COLOMBO AND STRAITS.

**T**HE P. & O. S. N. Co.'s Steamer

"MACEDONIA."

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex s.s. "Mongolia." From Calcutta, ex s.s. "Sinala." From Persian Gulf, ex E. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 8th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.  
Hongkong, 3rd March, 1910. [1]

**NOTICE TO CONSIGNEES.**

**T**HE P. & O. S. N. Co.'s Steamer

"PALMA."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 9th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

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Hongkong, 3rd March, 1910. [1]

**COMPANY REPORT.**

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO. LTD.

The report and a statement of accounts for the year ended 31st December, 1909 states:—

The profit on working was \$35,895.65, as compared with \$245,713.53 in 1908.

The balance at credit of Profit and Loss account, including \$30,102.56 brought forward from last year, and after deducting directors' and auditors' fees and transferring \$5,185.50 to depreciation and repairs account, amounts to \$264,947.44, which it is proposed to appropriate as follows:—

To pay a dividend of 5 per cent. ... \$150,000.00

To write off launches ... ... 10,000.00

To write off lighters ... ... 30,000.00

To write off machinery ... ... 20,000.00

To carry forward to new account ... 4,847.44

\$264,947.44

The besetting sin of Western industry is that many firms when they have attained a certain measure of prosperity seem to lose the power of adaptation to their environment, that is to say, their readiness to change their productions to suit the changing needs of the World's markets.

That is a standing complaint throughout Europe. It applies, of course, chiefly to the export trade, because this branch of trade is to the great majority of manufacturers not nearly so valuable as the home trade, and they do not care to bother much about it. If foreign buyers find the productions which those manufacturers turn out for home trade suitable for their needs, the manufacturers consider themselves fortunate, but comparatively few of them from experience, perhaps, or possibly only from distinction, consider it worth the trouble to study the needs of foreign markets and produce articles specially adapted to them.

It may be wondered in these circumstances how it is that the export trade of the principal countries continues to grow so well. It must be that after all the needs of the different countries are very much alike, and that articles of common use produced in one country, if they can only compete in respect of price, will find a market in other countries equally developed.

Nevertheless, the greatest success in foreign trade must be to those who are readiest and ablest to adapt their productions to suit the peculiar needs of foreign buyers, and in that respect Japanese manufacturers have made a very promising beginning in their trade with China.

Although the Japanese undoubtedly have many natural advantages over Western competitors in the markets of China, it is unpleasantly significant to the Western student of international trade that while European manufacturers have devoted

for years in vain to push the sale of certain machinery and implements in China which were too dear to command any considerable sale, the Japanese have now successfully reproduced these unsaleable productions at a very low cost and created a very promising market for them in China, in which Western manufacturers, without revolutionising their methods, are powerless to compete with them. All this is perfectly well known to European manufacturers, and we are hopeful that the success of Japanese competition in China, instead of inclining them to withdraw hopelessly from that market, will stimulate them to adopt more efficient methods to win a share of it.

**BENGERS**

**FOOD.**

A Food of great nutritive value which can be made suitable for any degree of digestive power by the simple process of letting it stand for a longer or shorter period at one stage of its preparation.

When strength is returning after illness, a carefully regulated and increasing amount of exercise for the digestive functions is beneficial. Benger's Food is the only food which can be prepared so as to give the stomach this regulated amount of work.

Benger's Food is sold in Tins by Chemists, &c., everywhere.

BY APPOINTMENT TO HIS MAJESTY THE KING.

# BOVRIL

Tempts you to Eat  
and Feeds you.

Whether at home, at the office, in the restaurant, or in the theatre, a cup of Bovril is easily and quickly procured.

ALWAYS INSIST UPON BOVRIL,  
AND SEE THAT YOU GET IT.

# DINNEFORD'S

The Physician's Cure for Gout, Rheumatic Gout and Gravel.

Safest and most Effective Remedy for Regular Use.

# MAGNESIA

COLEMAN'S WINCARNIS,  
THE GREATEST TONIC  
IN THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it before. "WINCARNIS" has a charm all its own, which you cannot fail to appreciate.

The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

BUY IT TO-DAY

From any leading Chemist.

# MUSTARD & COMPANY.

Wholesale Distributors for China and Hongkong.

No. 22, Museum Road, Corner of Soochow Road, Shanghai. [257]

DR. M. H. CHAUN,  
DENTAL SURGEON,  
33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3. From the University of Pennsylvania, U.S.A.  
Telephone 126. Hongkong, 27th January, 1910. [364]

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

## SHIPPING.

## ARRIVALS.

ANHUI, British str., 1,325, J. B. Harris, 6th March—Shanghai 5th March, General—Butterfield & Swire.  
BUJIN MARU, Japanese str., 1,374, Y. Fuseno, 6th March—Swatow 5th March, General—Osaka Shosen Kaisha.  
CHANGHOU, British str., 1,203, Ross Lewis, 5th March—Dahlgren 1st March, Beans—Butterfield & Swire.  
CHOWEA, German str., 1,055, F. Schmetz, 6th March—Bangkok 27th Feb., Timber and Rice—Norddeutsche Lloyd.  
DUNBAN, British str., 2,357, Martin, 4th March—Dahlgren 27th Feb., Beans—Dowell & Co.  
HAINAN, British str., 636, J. W. Evans, 5th March—Swatow 4th March, General—Douglas, Lepak & Co.  
HATIAN, British str., 1,183, J. S. Rouch, 6th March—Foochow, Amoy and Swatow 5th March, General—Douglas, Lepak & Co.  
KWANTUNG, Chinese str., 1,535, W. H. Lant, 6th March—Shanghai 3rd March, General—C. M. S. N. Co.  
MACHAO, British str., 4,275, Long, 6th Mar.—Amoy 5th March, General—Butterfield & Swire.  
SINGAN, British str., 1,647, F. Jameson, 6th March—Haiphong 27th Feb. and Hoioh 5th March, General—Butterfield & Swire.  
TACOMA MARU, Japanese str., 6,773, H. Yamamoto, 6th March—Manila 4th March, General—Osaka Shosen Kaisha.  
TAISHAN, British str., 1,140, J. F. Laing, 5th March—Hongkong 3rd March, Coal and Cement—Bradley & Co.  
YUEPAS, Dutch str., 4,600, v. Emmerik, 5th March—Java Ports, 20th Feb., Sugar—Java-China-Japan-Lijn.  
TIJKENI, Dutch str., 4,377, H. Koops, 4th March—Amoy 3rd March, General—Java-China-Japan-Lijn.

## DEPARTURES.

5th March.  
DEITA, British str., for Shanghai.  
ENFIELD, British str., for Australia.  
GERMANIA, German str., for Kwang-Yen.  
JOHANNE, German str., for Hoioh.  
LIGHTNING, British str., for Singapore.  
REUL, British str., for Manila.  
SIBERIA, American str., for Shanghai.  
SPIKE, Norwegian str., for Hongkong.  
YESAN MARU, Japanese str., for Moji, 5th March.  
CHINOFUJI, Chinese str., for Saigon.  
DUNBAR, British str., for New York.  
FAUSANG, British str., for Saigon.  
HOLSTEIN, German str., for Hongkong.  
KUOKIANG, British str., for Swatow.  
KUICHIANG, British str., for Tien-tsin.  
LINAN, British str., for Shanghai.  
MARIS, German str., for Saigon.  
NANGHAN, British str., for Swatow.  
NINCHOW, British str., for Manila.  
PITSANULOK, German str., for Swatow.  
SAMSEN, German str., for Swatow.  
SELA, Norwegian str., for Moji.  
YOKROW, British str., for Amoy.

SHIPPING REPORTS.  
The British str. *Anhui* reports: Moderate to light winds, moderate sea.  
The British str. *Singan* reports: Strong N.E. wind, high rough sea, dull overcast weather.  
The British str. *Hainan* reports: Fresh N.E. to N.N.E. breeze, sky overcast, weather fine and clear.  
The British str. *Taiwan* reports: Moderate wind and sea, dull weather with overcast sky throughout passage.  
The British str. *Changhau* reports: Fresh to strong monsoon from Saddle Island throughout, indicating approaching port.  
The British str. *Dunban* reports: Strong Northerly gale with high sea on the morning of the 3rd instant, passed some spars about 30 feet long, lashed together in the form of a quadrangle.

## VESSELS IN DOCK.

March 4th.  
KOWLOON DOCK—*Rio Lima*, *Persia*, *Seahy Bee*, *Kiangtung*, *Spir*, *Larvae*, *Providence*.

TAIKOO DOCK—*Union Water Boat No. 8* and *9*, *Nanchang*, *Kweichow*, *Shensi*, *Tientsin*, *Kashih*.

## CANADIAN PACIFIC RAILWAY CO. FOR VANCOUVER.

THE Steamship  
"KUMERIC."

FROM HONGKONG,  
ON SATURDAY, the 12TH MARCH  
FOR VANCOUVER DIRECT.

To be followed by the  
AYMERIC ... ... 7th April.  
SUVERIC ... ... 5th May.  
OCEANO ... ... 2nd June.  
KUMERIC ... ... 30th June.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and the United States also West Indies.

For further information regarding rates of freight, etc., apply to

CANADIAN PACIFIC RAILWAY CO.,  
Hongkong.

Hongkong, 2nd March, 1910. [351]

## "INDRA" LINE, LIMITED.

FOR NEW YORK.  
(With Liberty to Call at Malabar Coast).

THE Steamship  
"INDRAVELLI."  
Capt. Pilcher will be despatched as above on or about the 16th March.

For Freight apply to  
JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 24th February, 1910. [324]

## NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of *Daily News* are on sale daily at the following stores—  
KOWLOON BOOK STALL, Ferry Wharf  
Messrs. H. BUTTON & SONS, Kowloon Store, No. 36, Elgin Road.  
Mexico HUNG-CHEONG, Elgin Road.

Mrs. AH YAU, Hongkong Ferry Wharf.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "l." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "n." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & BIG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	JAVA	Brit. str.	—	A. Thompson, B.M.B.	P. & O. S. N. Co.	On 9th inst., at 10 A.M.
LONDON, &c., via USUAL PORTS OF CALL.	MACEDONIA	Brit. str.	—	J. D. Andrew, B.M.B.	P. & O. S. N. Co.	On 19th inst., at 10 A.M.
LONDON ROTTERDAM & ANTWERP.	FARNSHIRE	Brit. str.	—	G. C. Candy	JARDINE, MATHESON & Co., Ltd.	About 1st April.
COPENHAGEN & BALTIMORE PORTS.	GLAMORGANSHIRE	Brit. str.	—	H. C. Norris	JARDINE, MATHESON & Co., Ltd.	About 21st April.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	YEDDO	Swed. str.	—	MILCHERS & Co.	HAMBURG-AMERICA LINIE	Beginning of April.
HAVRE & HAMBURG VIA STRAITS, &c.	SAMBIA	Ger. str.	k. w.	Müller	HAMBURG-AMERICA LINIE	On 27th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SEGOVIA	Ger. str.	k. w.	Sachs	HAMBURG-AMERICA LINIE	On 13th inst.
MARSEILLE, &c., via PORTS OF CALL.	EBENEZ SIMONS	Fren. str.	k. w.	Bahle	HAMBURG-AMERICA LINIE	On 22nd inst.
MARSEILLE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Girard	MESSAGERIES MARITIMES	On 15th inst., at 1 P.M.
MARSEILLE & HAMBURG VIA STRAITS, &c.	ATUTA MARU	Jap. str.	k. w.	Habel	HAMBURG-AMERICA LINIE	On 16th inst.
MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c.	KANAGAWA MARU	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 16th inst., at D'light
MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c.	HITCHAKI MARU	Jap. str.	—	J. Nagao	NIPPON YUSEN KAISHA	On 23rd inst., at D'light
MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c.	SPEZIA	Ger. str.	k. w.	N. Matheson	NIPPON YUSEN KAISHA	On 30th inst., at D'light
MARSEILLE & HAMBURG, VIA STRAITS	MIYAZAKI MARU	Jap. str.	—	E. Basu	HAMBURG-AMERICA LINIE	On 3rd April.
MARSHALLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LUETZOW	Brit. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 13th April, at D'light
NEW YORK	INDRAVELLI	Am. str.	—	C. Dowers	MELCHERS & Co.	On 9th inst., at Noon.
BOSTON & NEW YORK	WELSH PRINCE	Am. str.	—	Filcher	JARDINE, MATHESON & Co., Ltd.	About 16th inst.
VANCOUVER (DIRECT)	KUMERIC	Brit. str.	—	J. Mathie	ARNHOLD, KARBERG & Co.	To-morrow.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	DODWELL, CO., LTD.	(In 12th inst.)	
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	MONTEAGLE	Brit. str.	1 m.	CANADIAN PACIFIC R. Co.	On 26th inst., at 7 A.M.	
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	AWA MARU	Jap. str.	—	CANADIAN PACIFIC R. Co.	On 24th May, at Noon.	
TACOMA VIA JAPAN	INABA MARU	Jap. str.	—	NIPPON YUSEN KAISHA	On 29th inst., at Noon.	
CALLAO IQUIQUE, &c., via JAPAN PORTS, &c.	TACOMA MARU	Jap. str.	—	S. Ishikawa	On 26th April, at Noon.	
AUSTRALIAN PORTS VIA MANILA	BUYO MARU	Brit. str.	1 m.	K. Kawara	OSAKA SHOSEN KAISHA	On 23rd inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	—	H. Yamamoto	TOKO KISEN KAISHA	On 27th April, at Noon.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	G. W. Eddy	BUTTERFIELD & SWIRE	On 14th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str.	—	M. Winckler	NIPPON YUSEN KAISHA	On 18th inst., at Noon.
YOKOHAMA AND KOBE	YAWATA MARU	Brit. str.	—	D. Lens	MELCHERS & Co.	On 25th inst., at D'light
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	T. Sakine	NIPPON YUSEN KAISHA	On 15th April, at Noon.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	J. B. v. Damme John	YAHOO CHINA-JAPAN LINIE	About 6th inst.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	E. P. Martin, B.M.B.	JARDINE, MATHESON & Co., Ltd.	On 11th inst., at Noon.
JAPAN	YAWATA MARU	Jap. str.	—	O. Puhnk	MELCHERS & Co.	On 17th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 16th inst., at Noon.
SHANGHAI NAGOYA, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	T. Saki	NIPPON YUSEN KAISHA	Quick despatch.
SHANGHAI NAGOYA, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	J. B. v. Damme John	BUTTERFIELD & SWIRE	On 16th inst., at 4 P.M.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	YAWATA MARU	Jap. str.	—	P. H. Rolfe	YAHOO CHINA-JAPAN LINIE	On 10th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 12th inst., at D'light
SHANGHAI	YAWATA MARU	Jap. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at 4 P.M.
SHANGHAI MOJI & KOBE	YAWATA MARU	Jap. str.	—	A. Fraser	SEWAN, TOME & CO.	On 19th inst., at Noon.
SHANGHAI	YAWATA MARU	Jap. str.	—	G. C. Hurry	NIPPON YUSEN KAISHA	On 9th inst.
SHANGHAI MOJI & KOBE	YAWATA MARU	Jap. str.	—	M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 9th inst., at Noon.
SHANGHAI	YAWATA MARU	Jap. str.	—	E. J. Tadd	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at Noon.
SHANGHAI	YAWATA MARU	Jap. str.	—	Bouman	YAHOO CHINA-JAPAN LINIE	Quick despatch.

## THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VANCOUVER, B.C., TACOMA & SEATTLE

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing Date.

Steamer.	Tons.	Captain.	Sailing Date.
KUMERIC	6,232	J. Mathie	On 12th March.
AYMERIC	4,333	J. Boyd	On 7th April.
SUVERIC	6,222	S. Shotton	On 5th May.
OCEANO	4,657	F. W. Davies	On 11th June.
KUMERIC	6,232	J. Mathie	On 5th July.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

BODWELL & CO., LIMITED,

GENERAL AGENTS.

QUEEN'S BUILDINGS.

Hongkong,

**PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE	NILE	15 P.M., 8th	Freight and Passage.
and YOKOHAMA	Capt. C. P. Martin, R.N.E.	March	
LONDON and ANTWERP	JAVA	10 A.M., 9th	Freight only.
VIA SINGAPORE, PEN.	Capt. A. Thompson	March	
ANG. COLOMBO, PORT	SAYD and MARSEILLES		
SHANGHAI	(DEVANHA)	About 17th	Freight and Passage.
LONDON VIA USUAL PORTS	MACEDONIA	Noon, 19th	See Special ADVERTISING.
ON CALL	Capt. J. D. Andrews, R.N.E.	March	

For further Particulars, apply to

E. A. HEWETT,  
Superintendent

Hongkong, 7th March, 1910.

**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	On 8th Mar., 3 P.M.
SHANGHAI	"ANHUI"	On 10th Mar., 4 P.M.
SHANGHAI	"CHINHUA"	On 13th Mar., Daylight
MANILA, ZAMBOANGA, THURS.		
DAY ISLAND, COOKTOWN	"CHANGSHA"	On 14th March, 4 P.M.
CAIENS, TOWNSVILLE, BRIS.		
BANE, SYDNEY & MELBOURNE		
MANILA	"TEAN"	On 15th Mar., 3 P.M.
SHANGHAI	"CHENAN"	On 17th Mar., 4 P.M.

S.S. "LINTAN" and S.S. "SANLU"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS &amp; TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SHANGHAI LINE FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung. FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to— BUTTERFIELD &amp; SWIRE, AGENTS. Hongkong, 5th March, 1910.

**INDO-CHINA S. NAV. CO., LTD.**

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & MOJI	"KUTSANG"	Tuesday, 8th Mar., Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Wednesday, 9th Mar., Noon.
SHANGHAI	"CHOYSANG"	Wednesday, 9th Mar., Noon.
MANILA	"YUENSANG"	Friday, 11th Mar., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 15th Mar., Noon.
MANILA	"LOONGSANG"	Friday, 18th Mar., 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin &amp; Newchwang Telephone No. 215, Sul. Exch. 4.

For Freight or Passage apply to JARDINE, MATHESON &amp; CO. LTD., Hongkong, 7th March, 1910.

GENERAL MANAGERS.

[14]

**EAST ASIATIC CO., LTD.  
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.**

**RUSSIAN EAST ASIATIC CO., LTD.,  
ST. PETERSBURG & VLADIVOSTOCK.**

**SWEDISH EAST ASIATIC CO., LTD.  
GOTHENBURG.**

**PROJECTED SAILINGS FROM HONGKONG.**

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"CATHAY"	Middle of March.
COPENHAGEN and BALTIK PORTS	"YEDDO"	Beginning of April.

For Further Particulars apply to MELCHEES &amp; CO., AGENTS. Hongkong, 28th February, 1910.

[6]

**DOUGLAS STEAMSHIP CO., LIMITED.**

**HONGKONG-SOUTH CHINA COAST PORTS.**

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS FOR LEAVING.

"HAIYAN,"	SWATOW, AMOY and FOOCHOW.	TUESDAY, 8th Mar., at 10 A.M.
Capt. A. E. Hodges	AMOY and FOOCHOW.	(SATURDAY, 12th Mar., at 2 P.M.)

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

Swatow for Passengers only. For Freight and Passage apply to DOUGLAS, LAPRAIK &amp; CO., GENERAL MANAGERS. Hongkong, 5th March, 1910.

[9]

**NIPPON YUSEN KAISHA.**

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS.	SAILING DATES.
ATSUTA MARU			WED'DAY, 16th Mar., at Daylight.
MARSEILLE, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	Capt. Wm. Thompson, 9,000		WED'DAY, 23rd Mar., at Daylight.
KANAGAWA MARU	Capt. J. Nagao, 7,000		WED'DAY, 30th Mar., at Daylight.
HITACHI MARU	Capt. N. Matheson, 7,000		WED'DAY, 13th April, at Daylight.
MIYAZAKI MARU	Capt. T. Murai, 9,000		SATURDAY, 23rd April, from KOBE.
KAMAKURA MARU	Capt. K. Kori, 7,000		TUESDAY, 29th April, from KOBE.
AWA MARU	Capt. S. Ishikawa, 7,000		TUESDAY, Mar., at Noon.
INABA MARU	Capt. K. Kawano, 7,000		TUESDAY, 26th April, at Noon.
KUMANO MARU	Capt. M. Whistler, 6,000		FRIDAY, 18th March, at Noon.
YAWATA MARU	Capt. T. Sekine, 5,000		FRIDAY, 15th April, at Noon.

DESTINATION	STEAMERS	TONS.	SAILING DATES.
VICTORIA, B.C. & SEATTLE	\$ KAMAKURA MARU	7,000	SATURDAY, 23rd April, from KOBE.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOAKI and YOKOHAMA	AWA MARU	7,000	TUESDAY, Mar., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	INABA MARU	7,000	TUESDAY, 26th April, at Noon.
KOBÉ and YOKOHAMA	KUMANO MARU	6,000	FRIDAY, 18th March, at Noon.
YAWATA MARU	Capt. T. Sekine, 5,000		FRIDAY, 15th April, at Noon.

DESTINATION	STEAMERS	TONS.	SAILING DATES.
BOMBAY via SINGAPORE and COLOMBO	BINGO MARU	7,000	WED'DAY, 9th March.
KOBÉ and YOKOHAMA	IYO MARU	7,000	FRIDAY, 11th Mar., at Noon.
NAGASAKI, KOBÉ and YOKOHAMA	YAWATA MARU	5,000	WED'DAY, 16th Mar., at Noon.
KOBÉ and YOKOHAMA	KITANO MARU	9,000	THURSDAY, 17th Mar., at Noon.

DESTINATION	STEAMERS	TONS.	SAILING DATES.
SHANGHAI, MOJI and KOBÉ	YETOROFU MARU	5,000	WED'DAY, 16th Mar., at Noon.
KOBÉ	Capt. A. Keith		
KOBÉ and YOKOHAMA	KITANO MARU	9,000	THURSDAY, 17th Mar., at Noon.

Fitted with New System of Wireless Telegraphy. \* Cargo only. \* Carries Deck Passengers.

+ Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

T. KUSUMOTO,  
MANAGER. [13]

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP COMPANY, LIMITED.

STEAMERS

STEAMER	TONS.	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2,540	R. Rodger	Manila	On 12th Mar., Noon.
BUBI	2,540	A. Fraser	Manila	On 19th Mar., Noon.

For Freight or Passage apply to Hongkong, 7

# RODI & WIENENBERGER

PFORZHEIM I/B.

MANUFACTURERS OF  
GENUINE ROLLED GOLD JEWELRIES: NECKLETS,  
BRACELETS, BROOCHES, SCARF-PINS,  
WATCH-CHAINS, &c.

FOR PARTICULARS, CATALOGUES AND SAMPLES APPLY TO THE SOLE  
REPRESENTATIVE FOR CHINA:

**HUGO C. A. FROMM,**

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

43-4]

## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN  
ROUTE TO EUROPE.

Mails from EUROPE via SIBERIA

Date of Despatch from London.

Date due in Hongkong.

Vessel

16th February.

To-day.

Manchuria.

The Manchuria, with the American mail, left Shanghai, and may be expected here to-day.

TO	FROM	DATE
Cebu...	...	Monday, 7th, 10.00 A.M.
Macao...	...	Monday, 7th, 1.15 P.M.
Amoy...	...	Monday, 7th, 5.00 P.M.
Hainan...	...	Monday, 7th, 5.00 P.M.
Haikou and Pakhoi...	...	Tuesday, 8th, 9.00 A.M.
Hainan...	...	Tuesday, 8th, 11.00 A.M.
Kutang...	...	Tuesday, 8th, 1.15 P.M.
Sui Tai...	...	Tuesday, 8th, 2.00 P.M.
Taming...	...	Tuesday, 8th, 4.00 P.M.
Nile...	...	Wednesday, 9th, 9.00 A.M.
Jaxi...	...	Wednesday, 9th, 10.00 A.M.
Namsong...	...	Wednesday, 9th, 10.00 A.M.

IT IS NOT THE NAME

BUT

IT IS THE QUALITY



OBTAIABLE EVERYWHERE  
**H. RUTTONJEE & SON.**  
WINE AND SPIRIT MERCHANTS.

351

## FORTHCOMING EVENTS.

Tuesday, 8th March—Auction of Government Stores at Army Ordnance Stores by Messrs. Hughes &amp; Hough.

Wednesday, 9th March—Entertainment—"La Mascotte" at Theatre Royal.

Tuesday and Wednesday, 8th and 9th March—Hongkong Horticultural Society, Annual Show, in the Botanic Gardens.

Wednesday, 9th March—Forty-First Ordinary Meeting of H.K. Fire Insurance Co., Ltd.

Thursday, 10th March—First Meeting of The China Fire Insurance Co., Ltd.

Saturday, 12th March—Twenty-Third Ordinary Annual Meeting of Hongkong &amp; Kowloon Wharf &amp; Godown Co., Ltd.

Monday, 14th March—Fourth Annual Prize Meeting of China United Service Kids Association, at Kowloon City and King's Park Range.

Monday, 14th March—Auction of Valuable Leased Property by Messrs. Hughes &amp; Hough.

Tuesday, 15th Mar.—Seventh Ordinary Yearly Meeting of The China-Portco Co., Ltd.

Friday, 18th March—Seventeenth Half-Yearly Drawing of Sixty-Five Doubtontes of Hongkong Club.

Saturday, 19th March—Twenty-First Ordinary Annual Meeting of Great Island Cement Co., Ltd.

Thursday, 24th Mar.—Thirty-Second Ordinary Annual Meeting of China Sugar Refining Co., Ltd.

Thursday, 24th Mar.—Twenty-Eighth Ordinary Annual Meeting of Luzon Sugar Refining Co., Ltd.

Thursday, 24th March—Installation of Wor. Bro. Hough at the Masonic Hall as District Grand Master of Hongkong and South China.

VESSELS EXPECTED.

## THE AMERICAN MAIL.

The P.M. str. *Magnolia* is due to arrive in Hongkong to-day at 8 a.m.

## THE AUSTRALIAN MAIL.

The I.G.M. str. *Prinz Eugen* left Angaur on the 1st inst. at 4 p.m., and may be expected here to-morrow.

## THE GERMAN MAIL.

The I.G.M. str. *Kleist* carrying the German Mail with dates from Berlin of the 9th ultmo, left Colombo on the 27th ultmo, and may be expected here on or about the 10th inst.

## THE INDIAN MAIL.

The Indo-China str. *Laisway* from Calcutta and the Straits left Singapore for this port on the 3rd inst.

## MERCHANT SHIPS.

The P. & O. str. *Nile* left Singapore for this port on the 2nd instant, at 1.30 p.m., and is due to-day at about 5 p.m.The str. *Erol* left United Kingdom on the 5th ult., for Hongkong via Siam.The Bank Line str. *America* left Vancouver B.C. on the 15th ult. for Hongkong via Japan ports.The Bon Line str. *Bendoren* from London, 2d, left Singapore on the 2nd instant morning, for this port.The str. *Korona* left Singapore on the 2d inst., and is due here on or about the 9th inst. at a.m.The N.G.I. str. *Capri* left Singapore for this port on the 3rd instant morning, and may be expected here on or about the 10th inst.The H.A. Linie str. *Iberia* left Singapore on the 4th inst. a.m., and may be expected here on or about the 10th inst.

## The Cigarettes of Distinction

A LUXURY TO  
THE MAN  
OF TASTE.

IN 50'S & 100'S  
HERMETICALLY SEALED BOXES  
AT \$4.20 AND \$2.80 PER 100  
FROM ALL TOBACCONISTS.



## SHARE LIST.—QUOTATIONS.

HONGKONG, MARCH 4TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP	CLOSING QUOTATIONS CASH.
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$960, sellers
National Bank of China, Limited	99,925	\$27	\$6	\$73, buyers
Bank's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$10, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$10, sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$96, sellers
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$94, sellers
<b>COTTON MILLS.</b>				
Ewe Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 134.
Hongkong Cotton Spinning Co., Ltd	125,000	Tls. 75	Tls. 75	Tls. 64.
International Cotton Manufacturing Co., Ltd	10,000	Tls. 100	Tls. 100	Tls. 71.
Laou-Kung-Mow C. Spin & Weav. Co., Ltd	8,000	Tls. 500	Tls. 500	Tls. 370.
Soy Chee Cotton Spinning Co., Limited	2,000			
Dairy Farm Company, Limited	40,000	\$74	\$6	\$173, buyers
<b>DOCKS AND WHARVES.</b>				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$90	all	\$59, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$80	\$6	\$56, sellers
New Amoy Dock Co., Limited	10,000	\$63	\$6	\$59, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 60.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 130.
Swick & Co., Limited	18,000	\$25	\$25	\$11, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$73, sellers
Hongkong Gas Co., Limited	7,000	\$10	\$10	\$20, buyers
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$50, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$110, buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$80, buyers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	\$10	\$67, sel. x.d.
<b>INSURANCES.</b>				
Canton Insurance Office Co., Limited	10,000	\$50	\$50	\$160, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$100	\$217, sel. & buy.
China Traders Insurance Co., Limited	24,000	\$100	\$100	\$252, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$50	\$50	\$362, sales
North-China Insurance Co., Limited	10,000	\$15	\$15	\$115, buy.
Union Insurance Society, Limited	12,400	\$250	\$100	\$910, sales
Yangtze Insurance Association, Limited	12,000	\$100	\$100	\$230.
<b>LANDS AND BUILDINGS.</b>				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$100	\$99, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$100	\$100	\$73, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$27 1/2, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	\$422, sellers
West Point Building Co., Limited	12,500	\$50	\$50	
<b>MINING.</b>				
Société Française des Charb'ges du Tonkin	16,000	Frs. 250	all	\$625, buyers
Raub Australian Gold Mining Co., Ltd.	200,000	£1	18/10	\$6, sellers
Peak Tramways Co., Limited	25,000	\$10	\$10	\$13.
Philippine Co., Limited	50,000	\$10	\$10	\$130.
<b>REFINERIES.</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$169, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	\$50	\$30, buyers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
<b>STEAMSHIP COMPANIES.</b>				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$73, sellers
Douglas Steamship Co., Limited	20,000	\$50	\$33	\$33, sellers
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$30, sellers
<b>GOLD IRON, 100 fine, per lb.</b>				
BAR SILVER, per oz.	233			
<b>SUBSIDARY COINS.</b>				
Chines... 20 cents pieces	per cent	39.06 discount.		
Chines... 10 "		39.17 "		
Hongkong... 20 "		39.00 "		
Hongkong... 10 "		39.25 "		
<b>OPUM.</b>				
March 1st.				
Quotations are:-				
Malwa New ...		\$1,800/1,830	per picoul.	
Malwa Old ...		\$1,840/1,850	"	
Malwa V. Old ...		\$1,860/1,870	"	
Persian fine quality ...		\$1,300/1,400	"	
Persian extra fine ...		\$1,600/1,650	"	
Patna New ...		\$1,900	per chaser.	
Zonara New ...		\$1,900	"</	